



IALA POLICY ADVISORY PANEL

REPORT OF THE 56TH SESSION OF THE IALA POLICY ADVISORY PANEL (PAP)

4 - 6 February 2025



10, rue des Gaudines - 78100 Saint Germain en Laye, France
Tel. +33 (0)1 34 51 70 01 - contact@iala-aism.org
www.iala-aism.org

International Organization for Marine Aids to Navigation

CONTENTS

The 56th session of PAP was held in person between 4 – 6 February 2025.

Key outcomes included:

- The involvement of IALA in 'Green Corridors'.
- A review of committee processes and inter-committee communication.
- A review of IALA's work on MASS.
- A review of IALA's involvement in MCP.
- Coordination between the committees on other work items.

The PAP was also updated on many items including:

- The AIS document review
- S-200 development
- The IGO project

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Report of the 56th Session of the IALA

Policy Advisory Panel

GENERAL

The 56th session of the Policy Advisory Panel (PAP) was held on 4 – 6 February 2025 in person, with IALA Deputy Secretary-General Omar Frits Eriksson as Chair and Thomas Southall as Secretary.

1. WELCOME AND OPENING REMARKS

1.1. WELCOME BY SECRETARY-GENERAL AND DEPUTY SECRETARY-GENERAL

1.1.1. WELCOME BY SECRETARY-GENERAL

Secretary-General Francis Zachariae opened the meeting by welcoming attendees to this final PAP session under the Association's current structure and Omar Eriksson's last session as Chair. He highlighted the importance of PAP, as perhaps the organisation's most vital body, noting the significant evolution of the forum since then. He acknowledged the departure of Dave Lewald and Jorge Arroyo from their current roles but expressed hope for future US accession to the Convention, emphasising the importance of their ongoing contributions to IALA.

The Secretary-General expressed gratitude to Monica Sundklev and Dirk Eckhoff for organising a successful VTS workshop on Competent Authorities for VTS.

The organization is optimistic about concluding the transition phase and implementing the new governance structure following the General Assembly in Singapore.

It was noted that the registration for the General Assembly is currently 330 participants and outlined critical agenda items, including approving the General Regulations, electing new leadership, defining committee structures and terms of reference, transferring key documents, finalising agreements with IMO and IHO and addressing budgetary and administrative matters.

After the General Assembly, the new Council's inaugural meeting will focus on forming the Financial and Audit Group, appointing committee leadership and approving the 2025–2027 work programme.

The Secretary-General highlighted upcoming events, particularly a Sustainability workshop and Green Corridors discussions as opportunities to strengthen IALA's profile. He also provided an update on plans to move to a new headquarters by 2026, acknowledging potential logistical challenges for spring meetings that may require member organisations to host sessions externally.

1.1.2. WELCOME FROM THE DEPUTY SECRETARY-GENERAL

The Deputy Secretary-General welcomed all members to the 56th session of the PAP.

1.2. APPROVAL OF AGENDA

The agenda (input paper PAP56-1.2.1) was approved. The approved agenda is provided in ANNEX A.

1.3. APOLOGIES AND INTRODUCTIONS

No apologies were received. The Panel members then introduced themselves.

1.4. REVIEW OF ACTION ITEMS

The PAP Secretary, Thomas Southall, highlighted that although some action items were ongoing many were now completed.

1.5. REVIEW OF INPUT PAPERS

Members noted the input paper list (PAP56-1.5.1).

2. COMMITTEE COORDINATION AND WORK PROGRAMME

2.1. UPDATES FROM OTHER BODIES

2.2. IALA INTERNAL ORGANS

Minsu Jeon, Technical Director, reported on key outcomes from Transition Council 3, focusing on progress, decisions and upcoming initiatives.

The Convention officially came into force on 22 August 2024, with ratification by 35 states. Additional accessions are anticipated ahead of the inaugural General Assembly in February 2025.

The Council approved the 2025 budget and endorsed plans for constructing a new headquarters in Saint Germain-en-Laye, scheduled for completion in 2026.

Significant updates and new documents were approved across IALA committees:

- ARM Committee: Finalised a revised edition of R0132, centred on quality management for Marine Aids to Navigation authorities and introduced new recommendations on harmonized waterway datasets and offshore renewable energy safety.
- ENG Committee: Revised key guidelines on maintenance strategies and VDES R-Mode and adopted new recommendations on floating AtoN and medium-frequency R-Mode signals.
- VTS Committee: Established updated guidelines on quality management practices for VTS providers but a guideline on interactions with mixed vessel traffic was returned for further review.
- DTEC Committee: Updated guidelines on e-Navigation technical services and MCP identity while gaining approval for a workshop on IMT technologies, planned for September 2025 in Germany.

The Council reinforced international collaboration through:

- Liaison notes to the IHO on S-200 standards for VTS and to the IEC on route planning and VTS applications.
- Engagement with IMO, including co-sponsored papers on S-100 ECDIS, officer training improvements and augmentation systems in WWRNS.
- Notes to ITU on AIS and VDES updates and maritime communication applications of IMT technologies.

Lingao Lighthouse in China was selected as Heritage Lighthouse of the Year for 2025.

The Council granted honorary memberships to individuals with significant contributions to IALA's mission, endorsed preparations for the General Assembly in Singapore and approved plans for workshops and events aimed at advancing maritime navigation technologies.

Discussion highlighted that:

- Participants discussed issues related to patents held by different entities, particularly how these patents may impact members' work and broader international collaborations. It was noted that while commitments were made by certain patent holders to allow free use for specific members, broader enforcement and implications remain.
- Examples of past patent issues were mentioned, illustrating the complexities and risks of intellectual property within international frameworks. Strategies to prevent patent claims, such as publishing ideas to render them public knowledge, were discussed.

2.3. IMO

Technical Operations Manager, Minsu Jeon, provided a report on the 109th session of the IMO Maritime Safety Committee (MSC) held from December 2 to 6, 2024, at the IMO Headquarters in London. IALA was represented by Minsu Jeon and Alisa Nechyporuk. During the session, IALA co-sponsored document MSC 109/19/3, which proposed a new output to harness the full potential of S-100 ECDIS.

The Committee updated its roadmap for creating a regulatory code for MASS. This initiative will address safety concerns and ensure a comprehensive integration of autonomous vessels into the maritime sector.

Discussions emphasized the need for a framework enabling IP-based connectivity for S-100 products in ECDIS, targeting implementation by January 1, 2026. Document MSC 109/19/3 outlined initial guidance, while stakeholders, including CIRM, Japan and the United Kingdom, contributed additional perspectives. Key outcomes included an agreement to develop guidance on data distribution and IP connectivity, with amendments to SOLAS considered after guidance finalization. The Committee tasked NCSR with completing the guidance by 2026.

The session approved draft amendments to the Committees' methods of work, including defining the term "road map" and supporting a new "Group of Chairs" to assess proposals for new outputs. Updates to enhance procedural consistency and efficiency were also prepared.

The Committee approved updates to the IALA Maritime Buoyage System and Risk Management Toolbox, including revisions to SN circulars SN.1/Circ.297 and SN.1/Circ.296.

The Committee adopted updates on the validity of radiocommunications equipment and resolutions related to NAVDAT systems, GMDSS radio services and AIS performance standards, enhancing maritime communication security and efficiency.

A proposal for a transition scheme to introduce digital technology for VHF voice communications was included in the 2026-2027 agenda. NCSR 12 was authorized to initiate intersessional work in 2025 through the Joint IMO/ITU Experts Group.

The Committee approved provisions for Maritime Services in e-navigation, revised ECDIS standards and updates to the Joint IMO/IHO/WMO Manual on Maritime Safety Information, effective January 1, 2025.

Joint IMO/ITU Expert Group Meeting

The 20th meeting of the Joint IMO/ITU Expert Group on Maritime Radiocommunication Matters took place from October 7 to 11, 2024, at IMO Headquarters.

The Group prepared a draft IMO position on WRC-27 agenda items, emphasizing further considerations for using the 1,645.5-1,646.5 MHz band for GMDSS and MASS operations.

A new table of ship types accommodating up to 99 identifiers was drafted. Additionally, updates aligned the entry of IMO numbers in AIS with revised performance standards.

The Group reviewed a U.S. document on AIS signal interference from nearby VHF radiotelephones and prepared a liaison statement to ITU-R WP 5B.

The Group reviewed the NAVDAT manual and performance standards to align with WRC-23 decisions and IHO S-124 specifications.

IALA presented updates on use cases and service requirements for marine AtoN to support IMT-2030 development.

Other topics included revisions to MSC.1/Circ.1657, manufacturer ID assignments for devices using freeform number identities and AIS security enhancements.

There was an update on key activities from the IMO relevant to IALA, summarizing the outcomes of two significant meetings, the 108th session of the IMO Maritime Safety Committee (MSC 108), held from May 15

- 24 2024 and the 11th session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 11), held from June 4 - 13 2024. Both meetings took place at the IMO Headquarters.

2.4. IHO

Minsu Jeon reported on recent activities with the IHO, highlighting the collaborative efforts between IALA and IHO to advance hydrographic standards and support maritime safety initiatives. He explained that IALA had worked closely with the HSSC and the S-100 Working Group, focusing on aligning technical standards and developing innovative solutions.

A key highlight of the collaboration was the workshop co-hosted with IHO in 2024 in Annapolis. This event brought together experts to discuss the technical and operational aspects of hydrography, fostering a productive exchange of knowledge. Beyond the workshop, IALA and IHO maintained a routine schedule of technical collaboration meetings to review ongoing projects and identify opportunities for further cooperation.

Minsu elaborated on the critical areas of partnership, including efforts to harmonize portrayal and terminology and to develop registries. He noted significant progress in advancing key product specifications such as S-124, S-125 and S-141. The collaboration also extended to establishing test beds to validate products.

IALA contributed significantly to these efforts by developing tools for testing and validation including conducting training programs and producing comprehensive technical documents to support the implementation of these standards.

Despite these successes, it was acknowledged that challenges remained, particularly in integrating information and harmonization between the organizations. He emphasized the importance of addressing these gaps to streamline processes and strengthen the partnership further.

2.5. ITU

The PAP noted Minsu Jeon's report on ITU matters. He began by summarizing key outcomes from the 20th session of the Joint IMO/ITU Experts Group, emphasizing its critical role in shaping the IMO position for WRC in 2027.

The group prepared a preliminary draft IMO position for WRC-27, targeting agenda item 1.5, which included the use of the 1645.5–1646.5 MHz frequency band. Minsu noted that this band was identified for recognized mobile satellite service providers under the GMDSS. The discussions acknowledged further considerations, including MASS. Finalization of the draft position is planned for 2026.

Minsu Jeon also highlighted the revision of Recommendation ITU-R M.1371-5, which introduced an expanded ship type table and proposed the inclusion of a VDES capability indicator. This revision aimed to align with IMO standards, including AIS provisions and underscored the need for potential amendments to related IMO documents.

Addressing signal blockage caused by VHF radiotelephony, he recounted concerns raised by the United States about its impact on AIS reception. The group prepared a liaison statement for ITU-R WP 5B to explore further studies and assess the implications on safety of navigation.

The draft performance standards for NAVDAT were also reviewed, with a focus on ensuring compliance with IHO S-124 navigational warnings product specifications and alignment with WRC-23 decisions. The roadmap for NAVDAT implementation was discussed, outlining future steps for its introduction.

Minsu reported on modifications to MSC.1/Circ.1657, aligning operational procedures for responding to DSC distress alerts with ITU-R M.541-11 recommendations.

He also provided an update on IALA's contributions to the development of IMT-2030 standardization. This work included defining use cases and service requirements for AtoN to support future technological advancements in global telecommunications.

Finally, the Group addressed the allocation of manufacturer IDs for devices using freeform number identities, reflecting ongoing discussions within ITU-R WP 5B.

2.6. DIGITAL@SEA

The PAP noted Minsu Jeon's report on developments related to Digital@Sea, highlighting recent activities and upcoming events. The Asia Pacific Conference 2024 was held from September 10 - 11 in Busan, Korea. Organized by Korea's Ministry of Oceans and Fisheries the event reported on technical advancements in digitalization.

Minsu noted that the Digital@Sea initiative would continue to evolve through a series of conferences and workshops.

During the discussion, questions arose about participation and the organization of sessions. It was clarified that RTCM may organize an independent event on digital technology. All details can be found on the Digital@Sea portal: <http://digitalatsea.org/>

2.7. 3GPP

Minsu Jeon provided an overview of 3GPP updates. Minsu explained that 3GPP pertains to cellular technology and has been instrumental in defining and advancing releases that underpin mobile communication systems.

He elaborated on the progression of 3GPP releases, starting with Release 17, currently widespread and associated with 4G technology. Release 18 represents the early stages of 5G, while Release 19 is classified as 5G Advanced. Finally, Release 20, the newest, marks the initial steps toward 6G technology. These releases, bring significant advancements. For instance, Release 19 incorporates features to improve energy efficiency, support for non-terrestrial networks via satellite components, enhancements in positioning and advanced connectivity features that allow devices to communicate directly with one another.

A milestone discussed was the completion of Release 18 last year, with efforts underway to finalize Release 19 by December of the current year. Notably, Release 19 also integrates cutting-edge technologies such as massive and distributed MIMO, mobility enhancements, AI and machine learning. These innovations are expected to shape the technological landscape, particularly in energy efficiency and connectivity.

Minsu provided insights into the early discussions on 6G technology, emphasizing its potential to integrate AI and communications while also advancing sensing capabilities. Although practical applications for 6G are not yet fully realized, its development promises unprecedented connectivity, linking sensors and devices in ways not previously possible.

Discussion then highlighted the maritime industry's engagement with 3GPP developments. There was recognition that certain aspects of 3GPP technology could have significant implications for maritime operations. For instance, public safety authorities' ability to broadcast messages through cell phones could be adapted for maritime use. This technology could also enable seamless connectivity for vessels and crews.

Panel members discussed the involvement of maritime in shaping 3GPP standards. It was highlighted that 3GPP had approached the industry to express its needs and provide input into the technological framework. This collaboration has allowed some maritime stakeholders, including IALA to articulate their requirements, such as low latency, high bandwidth and robust quality of service, to ensure the new technologies cater to their unique operational needs.

The panel noted a growing interest in leveraging non-terrestrial networks and mesh technologies to improve connectivity. For example, advancements in satellite integration within 3GPP releases are expected to address the current lack of mobile coverage at sea. The establishment of a maritime component within 3GPP has further opened opportunities for industry-specific applications.

The discussion also touched on the logistical and technological challenges associated with adopting these innovations. Stakeholders emphasized the importance of realistic timelines and the need for collaboration

to ensure the smooth integration of these technologies into maritime systems. It was noted that an IALA IMT workshop planned in September in Germany would focus on exploring these possibilities further.

The PAP noted the information provided.

2.8. ISO

Minsu Jeon, reported to the PAP of IALA's involvement in a specific ISO Special Committee. Since November 2023, this committee, designated as Special Committee 11, has been actively engaged in developing critical standards under the ISO 28005 framework.

Minsu explained that this framework includes three key components. The first is ISO 28005-1, which focuses on the structure of messages. The second is ISO 28005-2, dealing with core data elements, while the third, ISO 28005-3, outlines technical specifications for electronic information exchange. These standards are closely aligned with the International Maritime Organization's FAL Committee requirements, particularly its maritime single window system.

He noted the synergy between the ISO standards and FAL developments, emphasizing the ongoing collaboration between ISO TC8/SC11 and maritime.

Discussion highlighted related ISO initiatives, particularly around port optimization. Minsu referenced a diagram developed by ITPCO (International Task Force on Protocol of Communication Optimization), which categorized port-related data into three types: logical, administrative and operational. This diagram is part of an effort to harmonize documentation and define standardized datasets for port operations.

The PAP noted the need for contributions to this initiative and noted that ITPCO would hold a meeting in May 2025 to discuss the S-211 Portable Message standard.

2.9. OTHER (PIANC, CIRM, IMPA, & IHMA ETC.)

CIRM

The report on CIRM matters noted at NCSR 12 regarding an input paper from Australia. CIRM is actively addressing the ECDIS issue in preparation for the 2026 rollout. Phase 1 of this initiative is currently underway, and the work is significant, involving associated type certification issues for ECDIS equipment.

Particular concern was raised about how the European Union handles certification, which continues to be a focus for CIRM. In light of this, the group proposed making the implementation of S-100 standards a recurring agenda item, enabling routine reviews and action planning. The urgency of the matter is being emphasized through training, aimed at fostering a deeper understanding of the challenges and priorities ahead.

IEC

Updates were provided on the IEC, specifically regarding the work of its technical committees.

IEC Working Group 15 is making significant progress on the development of the VDES (Mobile Standard). Completion is expected by Spring 2026, with efforts focused on the implementation of authenticated AtoNs.

IEC Working Group 17 is revising the C-Com Connectivity Standard. The updates aim to support new requirements for ECDIS and other technologies, ensuring compatibility with evolving systems.

Action item:

That the Secretariat add a standing item on "Implementation of S-100" to the PAP agenda.

2.10. DTEC

Hideki Noguchi provided an update on the activities of the DTEC Committee. He reported that the last session was attended by 130 participants from 30 countries, producing new guidelines and recommendations. These outputs were submitted to the last Council meeting.

The Committee have also organized a workshop in September focused on IMT technology, exploring its potential future applications in AtoN and VTS operations.

In a related development, the IMO MSC 109 approved communications-related resolutions, marking a significant milestone. Hideki called for consideration of how the DTEC Committee could best contribute to the IMO's discussions on these matters in the development of a new work program.

2.11. VTS

Monica Sundklev, Chair of the VTS Committee, reported on a recent workshop held in Rome hosted by the Italian Coast Guard. The workshop focused on the roles and responsibilities of VTS Competent Authorities. It attracted 74 participants from various countries highlighting the different approaches to regulatory frameworks and the management of VTS providers.

The workshop featured presentations from different countries on how they have addressed governance compliance and the development of legal and regulatory frameworks for VTS. These sessions explored how to strengthen collaboration between governments competent authorities and service providers. Discussions also covered how to implement IMO Resolution A.1158(32) and IALA standards within national frameworks.

Key outcomes of the workshop included:

1. Recognition of the need for flexible implementation of responsibilities based on national law and constitution.
2. The importance of assisting government's competent authorities and providers in meeting VTS responsibilities.
3. Emphasis on establishing clear links between policy legislation and governance to create effective legal frameworks.
4. The development of compliance and enforcement frameworks for VTS operations.
5. Acknowledgment of the benefits of international recognition for accredited training organizations and Model Course certificates.
6. Encouragement for cross-border collaboration in establishing common VTS through agreements.
7. A recommendation to explore how IALA can assist IMO in IMSAS audits.

The Italian Coast Guard's 160th anniversary coincided with the workshop which benefitted from sponsorship to keep costs low for participants. Monica noted the value of this event in advancing knowledge-sharing and engagement and the PAP noted the importance of assisting governments, competent authorities and providers in meeting VTS responsibilities.

The workshop findings will be incorporated into the ongoing guideline development and to explore further opportunities to support VTS implementation worldwide.

Discussion highlighted the need to provide free or reduced registration to participants of events who actively contribute as speakers or chairs where an event cost and budget permits.

2.12. ENG

Alwyn Williams, Chair of the ENG Committee, provided an update on the committee's activities with a particular focus on the recent engineering workshop hosted by AMSA in Australia.

The workshop, held the week prior to the ENG meeting in October covered diverse topics, including measurement uncertainty, the use of information systems for asset management and other innovative engineering solutions. In addition to the presentations, a discussion forum allowed participants to share insights and opinions on a range of topics.

The ENG Committee also reviewed Worldwide Academy documents and compiled a list of conclusions as part of the workshop's final report. These conclusions will guide future work and inform the development of relevant guidelines and standards.

The ENG Chair briefly touched on upcoming ENG work, including several input documents, such as those addressing IoT applications and the use of drones. He emphasized the need for further clarification on the scope of some documents, particularly the one on IoT and highlighted the ongoing discussions around MASS guidelines and AIS documentation.

2.13. ARM

Dave Lewald, Chair of the ARM Committee, provided an update on the committee's recent activities and ongoing initiatives.

With the expected change in ARM leadership, Dave Lewald noted that there might be slight adjustments to the work plan but noted that Council has confirmed continued work on the Single Window Reporting.

The ARM Committee will continue to contribute to the development of the MASS guidelines, particularly through active participation in drafting the overarching recommendation. Dave Lewald also mentioned that there are a few smaller items in progress, which he plans to discuss further with the incoming Chair to provide additional guidance on their future direction.

Natasha McMahon is expected to continue as Vice Chair, subject to Council approval. Dave Lewald expressed his intention to work closely with her and the incoming Chair during this transition period.

Looking ahead, the ARM Committee anticipates a busy schedule over the next one to two years.

Concerning the new guideline on safety and efficiency of navigation around offshore installations (G1185), the VTS Chair informed that the VTS Committee will review it from a VTS perspective at VTS57 as it was a common task in accordance with the WP, but the VTS Committee had not been given the opportunity to consider it before Council approval.

2.14. IMG

Malcolm Nicholson provided an update on behalf of the Industrial Members Group (IMG), which represents the associated industrial members of the Organization.

The PAP expressed gratitude for the long-standing contributions of Lars Mansner from Sabik, who has been a dedicated representative at the IMG for many years. Lars is set to retire after his final event in Singapore and his work and commitment to the group were acknowledged and appreciated.

2.15. LAP

Christina Schneider, LAP Chair, provided an update on the LAP highlighted ongoing efforts to determine how the Panel will utilize its role now that IALA has transitioned to an IGO.

There was discussion around possible increasing representation of legal experts. The Panel is considering ways to address this issue to maintain the integrity and focus of LAP activities.

The transition to IGO status is expected to bring more structured legal representation. It was considered that the Council should be asked to send representatives with suitable legal expertise to LAP.

Lastly, the LAP Chair expressed cautious optimism about the upcoming meetings in Singapore.

2.16. WWA

The newly appointed Academy Dean, Vincent Denamur, provided an update on the World-Wide Academy's activities and upcoming initiatives. He described its focus on fostering knowledge sharing, showcasing current practices and facilitating regional collaboration. Events include opportunities for live demonstrations, offering participants technical insights into maritime practices.

He highlighted a planned seminar to be held during the General Assembly in Singapore, which is aimed primarily at newcomers such as Papua New Guinea. The seminar will cover the responsibilities of coastal states in navigation safety and related technologies like VDES. The agenda will include brief technical presentations on these systems, risk management and the implementation of documentation standards.

The seminar is designed to raise awareness among new participants and ensure they understand their obligations while fostering a strategic approach to safety of navigation. Although not focused on advanced technology, it is considered a valuable session for introducing essential concepts and tools to new member states.

2.17. COMMITTEE WORK PROGRAMME 2023 – 2027

Minsu Jeon provided an update on the Committee Work Programme for 2023 – 2027. He confirmed that the work programme had been approved by the Transition Council. Despite IALAs transition to an IGO, the committee structure remains unchanged, with the work programme continuing to focus on key areas such as traditional AtoN, VTS and digital technology.

One of the significant updates is the reduction of the work period from four years to three years. The work programme will now cover the 2025–2027 period.

He also highlighted the importance of making any final changes to the programme to members, as this is the last opportunity to do so before it is submitted for Council approval during the first session. The final input to the Council is due on February 21.

2.18. IALA'S INVOLVEMENT IN MASS

Members emphasised the need to align this work with ongoing digitalisation efforts and to provide clear and actionable guidance. It was agreed that without a well-defined recommendation, drafting effective guidelines would remain challenging. Recommendations should not only address the specific needs of MASS but also integrate with broader digital modernisation initiatives to enhance their relevance and utility.

It was suggested that the recommendation should support IALA members in adapting their capabilities and preparing for MASS operations. Members discussed incorporating elements such as machine-readable data and transitioning to digital formats to link MASS guidance with broader digitalisation efforts.

The PAP reviewed the draft recommendation and agreed to forward it to the ARM Committee for review. Once reviewed by the ARM Committee, the recommendation would be submitted to other committees and then returned to PAP before submission to Council.

It was agreed that the Secretariat would prepare a draft skeleton for the structure of MASS documents. Additionally, as the Recommendation must be finalised before work on other MASS-related documents continues, those currently working on this matter, aside from the Recommendation, are asked to pause their work. Further, it was agreed that no input documents regarding the work on MASS except the PAP revised Recommendation should be submitted to committees. For clarity overarching MASS Recommendations and Guidelines are coordinated by DTEC.

Action item:

That the Secretariat forward PAP56-6.1.1 Draft MASS Recommendation to ARM for further development.

That the Secretariat prepares a draft skeleton for the structure of MASS documents.

That the committee chairs and the Secretariat ask participants working on MASS, aside from the Recommendation, to pause their work and that no input documents regarding the work on MASS except the PAP revised Recommendation should be submitted to committees.

2.19. AIS DOCUMENT REVIEW

The PAP noted good progress on this task, following its direction to develop one recommendation and two guidelines addressing both technical and operational aspects. In the liaison note on AIS documentation DTEC

thanked ARM for its work and agreed in general with revising recommendation R0126 to serve as the single overarching recommendation for the use of AIS in Marine AtoN while developing one new guideline or a limited number of guidelines to consolidate existing guidance on the subject. DTEC requested that no information should be archived or retired before it is published in the new documentation and suggested that recommendation R0124 or an equivalent renamed document be kept accessible because it contains detailed technical descriptions of the AIS service that may not appear in the new streamlined documentation. DTEC will review the proposed retirements and report back after DTEC4. The PAP noted the contents of the liaison and also acknowledged that VDES documents will need to be incorporated into this work probably in the next work programme. It was agreed that the ARM task group would proceed as previously planned and continue analysing which guidance materials might be suitable for archiving, preserving them for future reference while removing them from guidance.

2.20. S-200 UPDATES AND S-201 CONCEPTS (FEATURES AND ATTRIBUTES)

An update was provided on the development of the S-200 series Product Specifications, highlighting the progress made by IALA committees in refining technical standards for marine navigation. The ARM Committee has been leading efforts to align S-200 PS with the S-100 Implementation Strategy, ensuring consistency across domains.

Key advancements include updates to S-201 AtoN Information, incorporating feedback from the Canadian Coast Guard to enhance compatibility with S-101 and S-57, and ongoing development of VTS-related specifications, particularly S-210 and S-212. Additionally, the DTEC Committee recommended discontinuing S-230 due to its overlap with existing specifications.

Efforts to support implementation include the refinement of the S-200 Test & Validation Tool, which now facilitates improved data validation for stakeholders. Training initiatives have also expanded, with a pilot S-200 training course successfully completed in early 2024 and an extended session planned for March 2025 in Busan, Korea, featuring a sea trial to demonstrate real-world applications.

The 2nd Joint IHO/IALA Workshop further reinforced the collaborative approach to S-100/200 standardization, addressing operational, technical, and training needs while strengthening alignment between global maritime standards. The Council was invited to take note of these developments, as they are critical to the continued integration and implementation of S-200 PS.

Regarding PAP56-2.21.1, Sewook Lee, the seconded officer, introduced the paper on the review of S-201 concepts and the associated dictionary. Following the discussion, it was agreed that the Secretariat would present this topic at the ARM and ENG committee meetings to raise awareness and facilitate further discussion.

Action item:

That the Secretariat present to the ARM and ENG committees on the review of S-201 concepts and the associated dictionary.

2.21. APPLICATION SPECIFIC MESSAGES S-230

Minsu Jeon, Technical Director, provided an overview of the liaison notes concerning S-230 and their implications for the development and management of Application Specific Messages (ASM). The first liaison note, from ARM18 to DTEC3, proposed the development of a new S-200-based ASM specification. This initiative aimed to enhance the representation of virtual AtoN and support multiple transmission methods, expanding the functionality and applicability of the S-200 domain.

The second liaison note, from DTEC3 to ARM19 and PAP56, proposed the removal of S-230 and the integration of ASM into other S-200 Product Specifications. This recommendation was based on the perceived redundancy of S-230 and the identified need for space-efficient encoding. The note further emphasised the potential benefits of integrating ASM into the broader S-200 domain to address these concerns.

The third liaison note, from ARM19 to PAP56 and DTEC4, responded to DTEC's proposal by advocating for the retention of S-230. This note highlighted the continued utility of S-230 for specific applications such as voyage planning, particularly in relation to bridge clearance and environmental messages.

Following these discussions, the PAP agreed on a proposal to establish an inter-committee task group comprising of one or two members from all committees. This task group would conduct a technical review of S-230, aiming to clarify its scope and applications. The agreed focus included defining the product specification's scope, encompassing areas such as disaster management and virtual AtoN. Additionally, the task group would work on developing an optimised encoding strategy for ASM messages to ensure efficient transmission over low-bandwidth communication channels.

Action item:

That the DTEC and ARM Committees form an inter-committee task group to conduct a technical review of S-230.

2.22. GUIDELINE ON DIGITALIZATION OF WATERWAYS

Hideki Noguchi, DTEC Chair, presented a liaison note regarding the ongoing development of a new guideline on the digitalisation of waterways as part of Task DTEC-7.1.2. This guideline aims to address aspects of waterway digitalisation such as digitalisation maturity assessment, digital twins and digital services provided to vessels. The DTEC Chair outlined that the guideline is expected to be finalised by spring 2026.

He explained that digitalisation is a complex task requiring collaboration across all committees. It involves developing and maintaining interconnected waterway and vessel traffic-related information systems, which demand coordinated information management.

The DTEC Committee has prepared an early draft of the Guideline on Digitalisation of Waterways for review and welcomes comments from other committees. Specific areas where input is sought include the digitalisation maturity model in section 2.1.3 and its application described in section 2.1.3.4, the concept of digital model-shadow-twin in section 3.1.1 and new terminology related to AtoNs interacting with MASS introduced in section 7.4 and its subsections.

The discussion highlighted the need for clearer recommendations on what members are expected to do. It was noted that recommendations should be concrete while guidelines should present possible ways to implement them. The ARM Committee's work on harmonisation was recognised as overlapping with DTEC's efforts. It was suggested that the ARM's Recommendation and Guideline could be expanded to support alignment with the work of DTEC. This topic was proposed for inclusion in a future PAP agenda.

Action item:

That DTEC and ARM coordinate their work on the digitalization of waterways.

That the Secretariat add 'Digitalization of Waterways' to the agenda of a future PAP.

2.23. MRN INTERSESSIONAL WORK

Dave Lewald, the ARM Chair, introduced a liaison note concerning the review of input papers from the VTS and DTEC Committees regarding Maritime Resource Names (MRN). The ARM Chair noted that DTEC had proposed a path forward for an MRN submission to the IMO and recommended informing relevant organisations about the availability and use of MRN. However, DTEC also raised concerns that IALA documents G1143 and G1164 required revision before being shared with partner organisations for adoption.

The input from VTS highlighted a concern regarding the application of MRN within the IALA Namespace. The Task Group discussed potential limitations of MRN and considered situations where strict adherence might not be ideal.

It was recommended that an intersessional group be established to address MRN in more detail, focusing on two key areas: finalising the IMO submission and reviewing the IALA guidelines for MRN.

The discussion acknowledged concerns raised by both the DTEC and VTS Committees regarding the existing MRN documentation. Although the Task Group suggested that these concerns might stem from misunderstandings of the guidelines, it recognised that any such misunderstandings indicated potential gaps in the documentation. Additionally, the group concluded that broader institutional awareness and knowledge of MRN across committees would be crucial for its successful application.

The Task Group proposed the following scope for intersessional work: contributing to and finalising the IMO submission on MRN, reviewing and updating MRN documentation, creating a flexible updating mechanism for adding new “type namespaces” to the IALA Namespace and exploring use cases for MRN application. Other proposed activities included addressing technical aspects such as truncating human-readable names for machine-to-machine applications, establishing a knowledge base for MRN within IALA, organising an MRN webinar and discussing the concept of an MRN Registry.

The PAP acknowledged the need for inter-committee coordination on this matter under the leadership of the ARM Committee. All committees were requested to note the liaison note, provide use cases for MRN application and express interest in contributing to the intersessional work.

Action item:

That the ARM Committee lead on inter-committee coordination on the IALA MCP instance.

3. POLICY AND STRATEGY MATTERS

3.1. IGO MATTERS

the Secretary-General noted that registration for the General Assembly stands at 330 participants and that key agenda items include approval of the General Regulations, election of new leadership, definition of committee structures and terms of reference, transfer of key documents, finalisation of agreements with the IMO and IHO and management of budgetary and administrative matters. Following the General Assembly the new Council will hold its inaugural meeting to form the Financial and Audit Group, appoint committee leadership and approve the work programme for 2025 to 2027.

The discussion also provided a detailed overview of the role of credentials in international organisations. Credentials are official documents that authorise representatives to act on behalf of Member States at meetings and other proceedings. At the IMO credentials are required for organs such as the Assembly, Council, MSC, MEPC, LEG and FAL Committees while the TCC Committee is exempt. In IALA only the General Assembly requires credentials for full participation while other organs use written notification or online registration. The paper also explained the systematic approach to numbering meetings, assemblies and documents to ensure clarity as IALA transitions under the Convention. The PAP noted the paper and requested that it be forwarded to all committees.

Action item:

That the Secretariat forward PAP56-3.1.1 Credentials, participation, numbering etc. in IALA committees and subsidiary bodies as an IGO to all committees.

3.2. IALAS ROLE IN GREEN CORRIDORS

Introduced by the Secretary-General and Thomas Southall, Technical Officer, the input paper examined maritime green corridors which are routes designed to lower greenhouse gas emissions and promote sustainable shipping. It outlined core elements such as low or zero emission technologies and enhanced port support and the need for harmonised regulation from international bodies. The discussion asked whether IALA's work in harmonisation digitalisation and support for MASS can naturally extend to green corridors or if a separate focused initiative is needed. It was noted that opportunities exist for collaboration with the IMO, industry and other parties to develop greener AtoN. Technical contributions may include digital modelling of waterways and the development of sensor equipped aids to monitor environmental conditions. The strategic view is that active involvement in green corridors can strengthen IALA's leadership in sustainability and

support the UN sustainability goals. The PAP agreed that IALA should be involved and that the upcoming sustainability workshop in Dublin should address this topic.

Action item:

That the ENG Chair should include maritime green corridors in the agenda for sustainability workshop in Dublin.

3.3. IALA MCP INSTANCE

IALA has for some time been developing guidance on how members should go about developing and delivering digital services in the context of e-Navigation. This includes recommendation R1019, first published in 2019, which recommends, amongst other things, that members should provide their services in digital formats, while taking into consideration standards and guidance developed for technical platforms providing interoperable service discovery and identity authentication.

To this end, IALA has published guideline G1161 on how to evaluate such platforms in terms of interoperability, service harmonization, communication infrastructure, system design and cybersecurity.

In 2022, several IALA members formed “The Open Digital Incubator Initiative” aimed at facilitating harmonization worldwide by facilitating prototyping and testing of promising solutions using the Maritime Connectivity Platform (MCP) as the operational environment. The MCP utilises the IALA Maritime Resource Name (MRN) concept as proposed in guideline G1183 on MCP Identities.

Input paper PAP56-3.3.1 suggests that there is now a pressing need for interoperability testing and proposes an IALA-operated instance of the MCP to facilitate this and speed up developments.

Discussion highlighted:

- that there were concerns that IALA could assume cost or operational responsibility and to avoid any liability issues, IALA’s involvement should be limited to promoting the platform without managing its operations or maintenance.
- it was clarified that two existing MCP implementations are available for IALA members for interoperability testing. These implementations are hosted and funded by KRISO and GRAD respectively. They require no additional costs for IALA, with responsibility for operation and maintenance resting with the hosts.
- it was noted that, based on recent discussions in the IMO, it is still uncertain if the MCP will be the preferred platform worldwide, however, for the time being it is the only relatively mature solution available.

PAP concluded that IALA could endorse the two test platforms operated and maintained by GRAD and KRISO as useful for prototyping and interoperability testing and that members should be encouraged to speed up their developments harmonized maritime digital services.

Digital certificates are a necessary component of safe and secure digital services. It was discussed whether IALA should hold a root encryption certificate for use within the IALA S-200 domain similar to what IHO holds for the S-100 domain.

Action Item:

That the Secretariat endorses the two test MCP platforms operated and maintained by GRAD and KRISO as useful for prototyping and interoperability testing and encourage members to speed up their developments harmonized maritime digital services.

That the Secretariat provides an input paper on a proposal for IALA to hold a root encryption certificate for use within the IALA S-200 domain.

3.4. FUNCTIONAL CAPABILITY OF ATO N

The PAP reviewed an input paper that explored the concept of establishing Functional Capability Definitions for AtoN. The proposal originated as part of the ARM MASS working group's consideration of a submission from China MSA, which suggested categorising AtoN based on their ability to interact with MASS. While the original focus was on MASS, it was felt that such definitions could have broader applicability across all vessels operating in an increasingly digitised maritime environment.

The discussion highlighted the following points:

- Functional Capability Definitions were proposed to help Coastal States and service providers assess the suitability of existing AtoN in terms of their design, engineering and operational context. These definitions could support risk assessments, standardisation, modular engineering solutions and financial planning.
- Members recognised the importance of considering MASS-specific capabilities while also ensuring that the definitions would benefit a wider range of vessels in digitalised operations. It was agreed that while the MASS context was valuable, the definitions should not be restricted to it.
- The draft paper outlined five functional capability categories, from non-intelligent AtoN to fully integrated digital AtoN. It also proposed degrees of interaction with MASS, ranging from basic visual AtoN to real-time digital interaction capabilities.

Members expressed that it was an interesting concept that could align with digitisation efforts, while others noted gaps in the definitions and considered how to practically implement them.

The PAP agreed to return the proposal to ARM for further development. It was suggested that the definitions should focus on digital capabilities more broadly rather than being limited to functional classifications.

Action item:

That the ARM Committee continues to develop it's work on Functional Capability Definitions for AtoN.

4. OPERATIONAL AND ADMINISTRATIVE MATTERS

4.1. PROPOSED MEETING DATES

The PAP noted the provisional meeting dates for 2026, acknowledging that these may change depending on the IMO calendar, which has not yet been published and the hosts of the 2026 committees. The dates were agreed upon in principle.

4.2. EVENTS

4.2.1. WORKSHOP ON ATO N ENGINEERING

The workshop on AtoN engineering took in Sydney on 14 - 18 October 2024 with the ENG Committee convening the week after. The workshop was a success and the report is available on the IALA website.

4.2.2. WORKSHOP ON SUSTAINABILITY

The workshop on sustainability is scheduled for October 2025, with Irish Lights set to host the event. Following the discussion on Green Corridors this workshop will incorporate the topic into its agenda. There was no further input from the panel.

4.2.3. WORKSHOP ON VTS COMPETENT AUTHORITIES

The VTS Chair reported that the workshop that took place in Rome in January 2025 was a success as reported in section 2.11 of this report.

4.2.4. WORKSHOP ON FUTURE RADIONAVIGATION AND RADIOCOMMUNICATION SYSTEMS

The PAP noted that the workshop, jointly arranged between DTEC and ENG, would address developments in radionavigation and radiocommunication technologies. Plans to host the workshop at the Northern Lighthouse Board in Edinburgh were highlighted, with a potential event taking place in 2026, following committee meetings and finalised schedules.

The workshop aims to explore the integration of modern technologies, including mobile telephone communication techniques in navigation services.

4.2.5. WORKSHOP ON IMT FOR ATO NS

A proposal for a workshop on IMT technologies for Marine Aids to Navigation (AtoN), highlighting the significance of IMT-Advanced (4G), IMT-2020 (5G) and IMT-2030 (6G) technologies was approved by Council at TCO3. These technologies are essential for supporting e-navigation, S-100 systems and MASS.

The workshop is planned to take place over four days within the period 18 August to 4 September 2025, with Bonn, Germany proposed as the venue. The workshop will provide a structured platform to shape IALA's position and documentation on IMT technologies to ensure AtoN systems benefit fully from modern connectivity solutions.

4.3. ONLINE WORK PROGRAMME, TASK PLAN AND TASK REGISTER

The online tool was introduced by Alisa Nechyporuk, Technical Officer. She emphasized that the Secretariat had completed the development of the online tool, which members are welcome to use at every committee meeting.

The main improvements included a new website design in accordance with the Style Guide, a quick Google search, an internal keyword search, an editing task option and task history.

In order to increase the effectiveness of committee operations, the Secretariat suggests standardizing approaches to the task approval levels for all committees due to their disparate task approval processes.

The committee chairs' requested training on the online tool.

Discussion highlighted that there was a need for:

- Better presentation in order to see tasks better for easier planning and keeping track of progress.
- A simplified and standardized status symbol to minimize confusion.
- Clear differentiation between completed and ongoing tasks, potentially through layered views or filtering.
- Retention of historical data for reference without overloading the active work program interface.

All committee chairs agreed to solely use the online tool for the upcoming session and the PAP would revisit and refine the system in future sessions.

Action item:

That the Secretariat add the Online Work Programme, Task Plan and Task Register on the agenda for a future PAP for further review.

That the Secretariat give consideration to the provision of further training on the Online Work Programme, Task Plan and Task Register.

4.4. PATENTS

The PAP considered the topic of patents and intellectual property. It was noted that publishing material on a website or in publicly accessible meeting reports could potentially constitute public disclosure, which may impact patent claims.

It was agreed that there would be a continued focus on ensuring that ideas discussed in the collaborative environment of the committees are safeguarded against misuse or reverse engineering. Concerns were expressed about the integrity of international collaboration if such practices persist.

The discussion noted progress in addressing such issues, with specific reference to past incidents. It was acknowledged that responses from stakeholders, when there were issues concerning patents have been constructive in recent years but continued monitoring remains essential to protect intellectual property and foster trust in the committee's work.

4.5. INTER-COMMITTEE COMMUNICATION, COORDINATION AND DRAFTING ON TASKS

The PAP considered the challenges highlighted by the ENG Committee regarding inter-committee communication and coordination, particularly in relation to the drafting and review process for shared documents. Issues had arisen from the submission of multiple versions of the same draft guideline over a short period, leading to confusion about which version should be reviewed.

A broader issue was identified regarding the methodology for drafting and reviewing inter-committee documents. The current practice of circulating documents between committees within the same season was seen as inefficient, as it did not allow participants enough time to review the latest revisions before meetings. The need for a more structured process was acknowledged, particularly as inter-committee collaboration becomes increasingly necessary, especially on topics like sustainability and MASS.

The discussion also focused on document sharing and access, with concerns raised about the risk of accidental deletion when files are stored in shared folders. While backing up documents is an option, there remains a risk of losing work and it was considered essential to find systems that ensure documents are accessible and secure. A proposal was made to implement a naming convention and centralized document locations to ease version tracking and ensure everyone has access to the latest updates. Additionally, the idea of using platforms like GitHub for document sharing was suggested, though concerns were raised that labelling versions alone does not guarantee access to the most recent version.

Transparency in inter-committee working groups was emphasized, ensuring that all members have access to the process and outputs. Ensuring inter-sessional group dates are communicated in advance is considered crucial for enabling members to be involved. However, some concerns were raised to establish inter-committee working groups as members may not be able to participate due to time constraints and normal work obligations.

In conclusion, there was general agreement on the need for better coordination, transparency and more efficient processes in inter-committee collaboration, with an emphasis on inclusivity, clear document management and communication. Suggestions included reviewing current procedures for document sharing between committees, particularly the passing of documents within short timeframes that leave little time for review. A centralized document storage system was considered to help track versions and streamline the sharing process, reducing confusion. The importance of flexibility in managing document submission deadlines was also highlighted, as committees often operate on different schedules. Finally, it was highlighted that all committee members should be kept informed about the outcomes of inter-sessional work and have the opportunity to review documents before committee sessions.

The PAP then noted the liaison notes that were sent between the committees from the last season.

Action item:

That the Secretariat consider reviewing committee processes especially inter-committee communication and provide input to a future PAP.

5. ANY OTHER BUSINESS

Nothing arising.

6. CLOSING OF MEETING

6.1. REVIEW OF KEY OUTPUTS FROM MEETING

See Annex D.

6.2. REPORT OF THE MEETING

The final report was approved by correspondence.

6.3. DATE AND VENUE OF NEXT MEETING

PAP57 is scheduled for 3 June 2025.

7. LIST OF ANNEXES TO THE REPORT

- 1 Agenda
A copy of the agenda is at ANNEX A.
- 2 Participants
A list of participants is at ANNEX B.
- 3 Input papers
A list of input papers is at ANNEX C.
- 4 Output papers
A list of output papers is at ANNEX D.
- 5 Action items
A list of action items is at ANNEX E.

ANNEX A AGENDA



56th Meeting of the IALA Policy Advisory Panel (PAP56)

The 56th meeting of the Policy Advisory Panel will be held on 4 – 6 February 2025 at IALA HQ. The timings of the meeting are:

Tuesday 4/02/2025 10:00 – 17:00 CEST

Wednesday 5/02/2025 09:30 – 17:00 CEST

Thursday 6/02/2025 09:30 – 17:00 CEST

In accordance with the Convention Article 9.1, the Policy Advisory Panel will support the aims and objectives of the Organization by:

- a) Proposing the meeting dates of all Committees for a given year for approval by the Secretary-General at least one year in advance, for notification to all participants through the IALA website.
- b) Considering and advising the Council and the Secretariat on policy and strategy matters concerning the development and harmonisation of Marine Aids to Navigation systems, with specific emphasis on the Strategic Vision.
- c) Co-ordinating the work of the Committees and providing a forum for Committee Chairs to share progress, challenges and operations to provide a collegiate delivery of the various work plans with the Secretariat.
- d) Carry out such other work as the Council may from time to time require.

Agenda

1 Welcome and Opening Remarks

1.1	Welcome by Secretary-General and Deputy Secretary-General	FZ,OFE	
1.2	Approval of agenda	OFE	Approve
1.3	Apologies and introductions	OFE	Note
1.4	Review of action items	TS	Note
1.5	Review of input papers	TS	Note

2 Committee Coordination and Work Programme

2.1	Updates from other bodies:		
2.2	IALA internal organs	MJ	Note
2.3	IMO	MJ	Note
2.4	IHO	MJ	Note
2.5	ITU	MJ	Note
2.6	Digital@Sea	MJ	Note
2.7	3GPP	MJ	Note
2.8	ISO	MJ	Note
2.9	Other (PIANC, CIRM, IMPA, & IHMA etc.)	MJ	Note
2.10	DTEC	HN	Note
2.11	VTs	MS	Note
2.12	ENG	AW	Note
2.13	ARM	DL	Note
2.14	IMG	MN	Note
2.15	LAP	CS	Note
2.16	WWA	VD	Note



2.17	Committee Work Programme 2023 - 2027	MJ	Discuss
2.18	IALA's involvement in MASS	MJ	Discuss
2.19	AIS document review	DL	Note
2.20	S-200 updates	MJ	Note
2.21	S-201 concepts (features and attributes)	MJ	Note
2.22	Application specific messages S-230	MJ	Agree
2.23	Guideline on Digitalization of waterways	HN	Discuss
2.24	MRN intersessional work	DL	Discuss

3 Policy and strategy matters

3.1	IGO matters	FZ	Note
3.2	IALA's role in Green Corridors	FZ	Discuss
3.3	IALA MCP instance	OFE	Discuss
3.4	Functional capability of AtoN	DL	Discuss

4 Operational and Administrative Matters

4.1	Proposed meeting dates	AG	Agree
4.2	Events		
4.2.1	Workshop on AtoN engineering	AW	Note
4.2.2	Workshop on Sustainability	AW	Note
4.2.3	Workshop on VTS Competent Authorities	MS	Note
4.2.4	Workshop on Future Radionavigation and Radiocommunication Systems	HN	Note
4.2.5	Workshop on IMT For AtoNs	HN	Note
4.3	Online Work Programme, Task Plan and Task Register	MJ	Discuss
4.4	Patents	OFE	Note
4.5	Inter-committee communication, coordination and drafting on tasks	OFE	Discuss

5 Any other business

6 Closing of meeting

6.1	Review of Key Outputs from Meeting
6.2	Report of the meeting
6.3	Date and venue of next meeting



ANNEX B LIST OF PARTICIPANTS

ARM Committee	Chair	R. David Lewald robert.d.lewald@uscg.mil
	Vice-chair	Natasha McMahon natasha.mcmahon@dfo-mpo.gc.ca
DTEC Committee	Chair	NOGUCHI Hideki hideki.noguchi@gmail.com
	Vice-chair	Jorge Arroyo Jorge.Arroyo@uscg.mil
ENG Committee	Chair	Alwyn Williams alwyn.williams@gla-rad.org
	Vice-chair	Michel Cousquer Michel.Cousquer@cerema.fr
VTS Committee	Chair	Monica Sundklev monica.sundklev@transportstyrelsen.se
	Vice-chair	Dirk Eckhoff dirk.eckhoff@wsv.bund.de
LAP	Chair	Christina Schneider Christina.Schneider@wsv.bund.de
	Vice-chair	Thomas Arculus thomas.arculus@trinityhouse.co.uk
IMG		Malcolm Nicholson m.nicholson@sealite.com
Secretary-General		Francis Zachariae fza@iala.int
Deputy Secretary-General		Omar Frits Eriksson fza@iala.int
Dean of the WWA		Vincent Denamure vde@iala.int
Technical Director		Minsu Jeon mje@iala.int
Technical Officers		Alisa Nechyporuk ane@iala.int
		Thomas Southall tso@iala.int
Communications Officer		Audrey Guinault agu@iala.int

ANNEX C LIST OF INPUT PAPERS

Meeting	Agenda Item	Input Paper Title	Source
PAP56-	1.2.1	Provisional Agenda	Secretariat
PAP56-	1.4.1	Action items	Secretariat
PAP56-	1.5.1	Input paper list	Secretariat
PAP56-	2.2.1	Report on Transition Council 03	Secretariat
PAP56-	2.3.1	Report on MSC 109	Secretariat
PAP56-	2.5.1	IALA Report Joint IMO-ITU Expert group 7th to 11th October 2024	S. Bober
PAP56-	2.5.1.1	20241011 IMO-ITU EG 20-WP.1 - Draft Report To The Ncsr Sub-Committee And Itu (Secretariat)	S. Bober
PAP56-	2.17.1	Committee work programme 2023-2027	Secretariat
PAP56-	2.19.1	Liaison note to ARM, VTS, ENG, PAP on IALA documentation relating to AIS (DTEC3-11.2.3.4)	DTEC3
PAP56-	2.21.1	Review of concepts of S-201 and dictionary	Secretariat
PAP56-	2.22.1	Liaison note from ARM to PAP and DTEC on S-230 (ARM19-11.3.3)	ARM19
PAP56-	2.22.2	Liaison note to ARM and PAP on S-230 Application Specific Messages (DTEC3-11.2.1.3)	DTEC3
PAP56-	2.23.1	Liaison note DTEC to all committees and PAP on digitalisation of waterways guideline (DTEC3-11.2.2.9)	DTEC3
PAP56-	2.23.1.1	Draft IALA Guideline on Digitalization of waterways (DTEC3-11.2.2.9.1)	DTEC3
PAP56-	2.24.1	Liaison note from ARM to PAP and all committees on MRN intersessional work (ARM19-11.3.4)	ARM19
PAP56-	3.1.1	Credentials, participation, numbering etc. in IALA committees and subsidiary bodies as an IGO	Secretariat
PAP56-	3.2.1	IALAs involvement in Green Corridors	Secretariat
PAP56-	3.3.1	Liaison Note from ARM to PAP NOTE on MCP reference implementation (ARM19-11.3.6)	ARM19
PAP56-	3.4.1	Liaison Note from ARM to PAP on Functional Capability of AtoN (ARM19-11.2.7)	ARM19
PAP56-	4.1.1	Tentative meeting dates 2026	Secretariat
PAP56-	4.3.1	Online Work Programme Tools	Secretariat
PAP56-	4.5.1	LN from ENG to PAP on documents for intercommittee work	ENG19

ANNEX D LIST OF OUTPUT PAPERS

Meeting	Agenda Item	OUTPUT PAPERS
PAP56-	6.1.1	Draft MASS Recommendation to ARM
PAP56-	6.1.2	Credentials, participation, numbering etc. in IALA committees and subsidiary bodies as an IGO to all committees
PAP56-	6.2.1	Report of PAP56

ANNEX E ACTION ITEMS

<i>That the committee chairs and the Secretariat ask participants working on MASS, aside from the Recommendation, to pause their work and that no input documents regarding the work on MASS except the PAP revised Recommendation should be submitted to committees.</i>	13
<i>That the DTEC and ARM Committees form an inter-committee task group to conduct a technical review of S-230.</i>	15
<i>That DTEC and ARM coordinate their work on the digitalization of waterways.</i>	15
<i>That the ARM Committee lead on inter-committee coordination on the IALA MCP instance.</i>	16
<i>That the ENG Chair should include maritime green corridors in the agenda for sustainability workshop in Dublin.</i>	17
<i>That the ARM Committee continues to develop it's work on Functional Capability Definitions for AtoN.</i>	18
<i>That the Secretariat add a standing item on "Implementation of S-100" to the PAP agenda.</i>	10
<i>That the Secretariat forward PAP56-6.1.1 Draft MASS Recommendation to ARM for further development.</i>	13
<i>That the Secretariat prepares a draft skeleton for the structure of MASS documents.</i>	13
<i>That the Secretariat present to the ARM and ENG committees on the review of S-201 concepts and the associated dictionary.</i>	14
<i>That the Secretariat add 'Digitalization of Waterways' to the agenda of a future PAP.</i>	15
<i>That the Secretariat forward PAP56-3.1.1 Credentials, participation, numbering etc. in IALA committees and subsidiary bodies as an IGO to all committees.</i>	16
<i>That the Secretariat endorses the two test MCP platforms operated and maintained by GRAD and KRISO as useful for prototyping and interoperability testing and encourage members to speed up their developments harmonized maritime digital services.</i>	17
<i>That the Secretariat provides an input paper on a proposal for IALA to hold a root encryption certificate for use within the IALA S-200 domain.</i>	17
<i>That the Secretariat add the Online Work Programme, Task Plan and Task Register on the agenda for a future PAP for further review.</i>	19
<i>That the Secretariat give consideration to the provision of further training on the Online Work Programme, Task Plan and Task Register.</i>	19
<i>That the Secretariat consider reviewing committee processes especially inter-committee communication and provide input to a future PAP.</i>	20

